



CITY OF KIRKLAND

City Manager's Office

123 Fifth Avenue, Kirkland, WA 98033 425.587.3001
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Lorrie McKay, Intergovernmental Relations Manager

Date: November 25, 2013

Subject: CITY OF KIRKLAND DRAFT 2014 STATE LEGISLATIVE AGENDA

RECOMMENDATION:

It is recommended that the City Council reviews the proposed draft 2014 Legislative Agenda (Attachment A) and provides comments to staff, so that a final agenda may be adopted at the January 7, 2014 Council meeting. An annotated version of the proposed draft agenda (Attachment B) is included, providing explanatory information for some agenda items. A draft Resolution adopting the agenda is also included (Attachment E) and Council may also provide suggestions or edits to the Resolution.

BACKGROUND DISCUSSION:

The DRAFT Legislative Agenda consists of the City's proposed top legislative priorities, as well as selected priority items of our ally organizations which the City may support. The top legislative priority items on the agenda are the primary focus for the City's Intergovernmental Relations Manager and contracted lobbyists during session. With regard to the selected "support" items, formal City support is contingent upon reviewing and approving the specific language of any legislative proposal drafted to advance a particular item.

The City Council's Legislative Committee, consisting of Mayor McBride, Deputy Mayor Marchione and Councilmember Asher, convened in late September to start the process of mapping out a preliminary draft of the City's 2014 legislative priorities. As part of this process, the Legislative Committee also began holding their annual legislative breakfast meetings with the Senators and Representatives of the 45th, 48th and 1st legislative districts.

The legislative breakfasts provide a forum for thanking delegation members for their support of Kirkland's past priorities (Attachment C) and to discuss issues identified on the City's preliminary draft Legislative Agenda (Attachment D). With passing a transportation investment package still unresolved in 2013, a primary focus of the breakfast meetings has been the transportation package and how it might be passed by the end of 2013. A transportation revenue package is among the City's 2013 legislative priorities and is proposed as a 2014 priority as well.

The 2014 legislative session is a short, 60-day session that begins on Monday, January 13 and ends on Thursday, March 13.

As in the past, the City's legislative priorities proposed for 2014 are formatted and categorized first by several general principles that promote the Council's goals and protect the city's ability to provide basic municipal services to its citizens. A series of proposed specific legislative priorities follow the principles.

A majority of the proposed 2014 legislative priorities align closely with the top legislative priorities of the Association of Washington Cities (AWC). These priorities are critical to the fiscal health of municipal

governments across the state, and whose legislative success, given the short session, is best supported through broad collaborative efforts. For example, in addition to including support for a statewide transportation revenue package, the Legislative Committee proposes support for restoring funding to the Public Works Assistance Account; restoring local liquor revenue sharing formulas; sharing marijuana revenue with cities for public safety purposes; and harmonizing medical marijuana regulations with recreational marijuana regulations. The Legislative Committee proposes carrying over two priorities from the City's 2013 legislative agenda specific to the City of Kirkland. One of those is support for \$5 million in funding for the next phase of the I-405 / NE 132 Interchange ramp. The other is to continue to advocate for state financial assistance and other tools that further the development of the Cross Kirkland Corridor.

Development of the Draft Proposed 2014 Legislative Agenda

The process for developing the next session's legislative agenda always begins in the preceding year. The Intergovernmental Relations Manager keeps a running list of "legislative ideas" (from Councilmembers, Legislators, staff, etc.) for consideration in the next legislative session. In June, directors and managers of City departments are specifically requested to submit legislative ideas that they'd like considered. The City's Legislative Committee is convened in September to review and prioritize the list of ideas in to a preliminary draft Legislative Agenda, which the Committee reviews and discusses with the City's legislative delegation at the annual legislative breakfast meetings.

Throughout November, based on feedback received on the preliminary draft, staff make revisions and prepare the review draft of the proposed Legislative Agenda for the full Council's review and discussion at its December meeting. After receiving the City Council's feedback and recommended edits in December, a final Legislative Agenda is prepared for review and adoption at the Council's first regular meeting in January. Councilmembers, staff and contract lobbyists then advocate for Agenda items during the Session.

Kirkland's Legislative Review Process During Session

Proposed bills are introduced (daily through the first cut-off anticipated in mid-February) in either the Senate or House or both. The City's legislative lobbyist forwards relevant bills to intergovernmental staff for review with department(s) and subject-matter experts to determine potential impacts to the City. This process also includes making an initial recommendation to intergovernmental staff on City's position (Support/Oppose/Neutral) on a given bill. From there, intergovernmental staff bring bills, reports and recommendations to the Council's Legislative Committee for consideration, discussion and validation of staff recommendation. The Legislative Committee's decisions are guided by the legislative agenda's general principles as well as the City Council's Goals. Intergovernmental staff then communicate the City's position on bills to out legislative lobbyist, Council Members and Department Directors.

If, during the session, a proposed bill (of concern to the City) is determined to be beyond the scope of the legislative agenda's general principles or not in sync with the Council Goals, then the Legislative Committee will bring the bill before the full Council for consideration and discussion at its next regular council meeting.

The City's State Legislative Delegation

Three legislative districts – 45th, 48th and 1st – have significant portions within the City of Kirkland. The 45th Legislative District is represented by Senator Andy Hill, Representatives Larry Springer and Roger Goodman. The 48th Legislative District is represented by Senator Rodney Tom, Representative Ross Hunter and Representative Cyrus Habib. The 1st Legislative District is represented by Senator Rosemary McAuliffe, Representatives Luis Moscoso and Derek Stanford.

The State Budget Outlook

The Washington State Economic and Revenue Forecast Council released quarterly figures on November 20th, updating the revenue projections for the previous biennium and the current biennium. As a result of continued slow economic growth, not much has changed with the revenue picture since the State adopted its budget last spring.

The November revenue forecast shows the State's projected General Fund revenue increasing slightly - by \$25 million - compared to the previous forecast in September. The Council increased its revenue forecast by \$16 million for the current biennium (2013-15). Meanwhile, it increased the forecast by \$9 million for the previous biennium (2011-13), which ended June 30. General Fund collections are projected to total \$33.0 billion for the current two-year budget cycle, which began July 1 and ends June 30, 2015.

The forecast did not assume any additional revenue associated with the implementation of the legalization of marijuana. Implementation of this initiative is set to go into effect beginning in 2014.

Gov. Inslee's 2013-15 supplemental budget proposal will be rolled out during the third week of December.

The next revenue forecast is scheduled for release on Feb. 19, 2014.

State Lobbyists

Majken Ryherd and Jim Richards of Waypoint Consulting, who were retained by contract to serve as Kirkland's State lobbyists, have assisted staff with the development of the proposed draft agenda. Majken and Jim also participated in the legislative breakfasts.

After receiving the City Council's feedback and edits, a final Legislative Agenda will be prepared for adoption at the Council's January 7, 2014 regular meeting.

Attachments: A. Review Draft - Proposed 2014 Legislative Agenda
 B. Annotated Review Draft - Proposed 2014 Legislative Agenda
 C. List of Recent Legislative Support and Tools
 D. Preliminary Draft 2014 Legislative Agenda prepared for Legislative Breakfasts
 E. Draft Resolution of the City Council Approving the 2014 Legislative Agenda



CITY OF KIRKLAND 2014 LEGISLATIVE AGENDA – REVIEW DRAFT

General Principles

Kirkland supports legislation to promote the City Council's goals and protect the City's ability to provide basic municipal services to its citizens.

- Protect shared state revenue sources available to the City, including the State Annexation Sales Tax Credit, and provide new revenue options and flexibility in the use of existing revenues.
- Support long-term sustainability efforts related to City financial, environmental and transportation goals.
- Oppose unfunded mandates.
- Oppose any further shifting of costs or services from the State or County to cities.
- Defend against state consolidation/central administration of taxes including business and occupation and telecommunication taxes.
- Oppose legislation that proposes lending products or practices that adversely impact the middle class and the poor.

City of Kirkland 2014 Legislative Priorities

1. Kirkland supports providing state and local transportation revenue to maintain infrastructure investments, fund transit agencies and complete projects that enhance economic vitality.
2. Kirkland supports \$5 million in funding for the next phase of the I-405 / NE 132 Interchange ramp design and for the I-405 / NE 132 Interchange to be included in any statewide transportation package.
3. Kirkland supports continued state financial assistance and other tools that further the development of the Cross Kirkland Corridor and implement multiple uses including recreation and transportation.
4. Kirkland supports restoring funding to the Public Works Assistance Account that was swept in 2013.
5. Kirkland supports restoring local liquor revenue sharing formulas in order to adequately fund public safety and other local impacts of liquor consumption.
6. Kirkland supports sharing marijuana revenue to address public safety needs and other local impacts.
7. Kirkland supports harmonizing medical marijuana regulations to reflect recreational marijuana regulations.



CITY OF KIRKLAND 2014 LEGISLATIVE SUPPORT AGENDA – REVIEW DRAFT

Kirkland generally supports the policy principles of the items below, however, formal City support is contingent upon reviewing and approving the specific language of any legislative proposal drafted to advance a particular item.

2014 Legislative Support

Legislation on Kirkland's Support agenda from 2013

- Supports providing cities with financing options to support public/private partnerships.
- Support brown grease to energy conversion legislation and programs.
- Support legislation providing for the safe collection and disposal of unwanted drugs from residential sources through a producer provided and funded product stewardship program.
- Support an amendment to RCW 46.68.090 that would allocate gas tax revenues between counties and cities based on a per capita allocation rather than the current fixed percentages.

Additionally, Kirkland supports selected items of the 2014 legislative agendas for the following organizations:

Association of Washington Cities

Ensure fiscal sustainability and flexibility

- Restore local liquor revenue sharing to the historic revenue sharing formulas.
- Share new marijuana revenue.

Foster and invest in infrastructure and economic development

- Fund transportation needs now, including providing new local transportation options.
- Halt and refrain from raiding infrastructure funds like the Public Works Trust Fund and Model Toxics Control Accounts and build them back to health

Transportation Issues

Eastside Transportation Partnership

- *(As of November 27th, there is not yet a draft 2014 agenda available)*

Transportation Choices Coalition

- *(As of November 27th, there is not yet a draft 2014 agenda available)*

Washington Bikes (formerly Bicycle Alliance of Washington)

- Investments that get Washingtonians where they want to go via safe routes to schools, complete streets, and trails and bikeways.
- Reducing student transportation costs by increasing safe routes to schools
- Addressing intersection safety, including clarifying how cars should cross bike lanes at intersections, approving bike head signals for everyday use(traffic lights), and consolidating groups of cyclists to pass through intersections

Human Services Issues

Eastside Human Services Forum

- **Increase Access to Basic Needs:**
 - Support local option investments in public transportation that are sustainable, flexible, and distributed directly to public transit agencies to meet local and regional priorities.
- **Prevent and End Homelessness:**
 - Protect the State investment in the Housing Trust Fund by continuing to make new investments in 2014 that address the growing need for homes affordable to low-income families and individuals. Strengthen the process for identifying which programs are funded, to reflect equity principles and sound investments.
 - Repeal sunset of document recording fees. If the document recording fees are not extended beyond 2015, King County homeless housing programs will face a \$6.6 million reduction.
- **Support the Most Vulnerable Older Adults and People with Disabilities:**
 - Maintain the investment in Family Caregiver Support.
 - Expand community based respite for family care givers.

Washington Low Income Housing Alliance

- *(As of November 27th, there is not yet a draft 2014 agenda available)*

Environmental Issues

Environmental Priorities Coalition

- *(As of November 27th, there is not yet a draft 2014 agenda available)*

Northwest Product Stewardship Council

- While the NPSC does not develop a legislative agenda, the NPSC does advocate in support of the principles of product stewardship and producer responsibility in policies and legislation.

Water Issues

WRIA 8

- *(As of November 27th, there is not yet a draft 2014 agenda available)*

Cascade Water Alliance

- **High Efficiency Toilet Legislation:** Cascade proposes a measure that would require By January 1, 2014, toilets sold or installed in this state must be high efficiency toilets that go beyond the current standard (1.6 gallons per flush) and use less than 1.3 gallons per flush,

which would, if every home in the US replaced old toilets with new high efficiency toilets would save more than 900 billion gallons of water per year.

Public Safety Issues

Washington Association of Sheriffs and Police Chiefs

- *(As of November 27th, there is not yet a draft 2014 agenda available)*

Washington Fire Chiefs Association

- All Risk Mobilization (HB 1126)
- Oppose Ambulance Billing Direct to Patient (HB 1263)
- Wildland Fire Prevention Act/Ready, Set, Go (HB 1127)
- Raise EMS Levy Cap to \$.75 (HB 1136)
- Regional Fire Authority Bills:
 - Allowing municipality to form RFA (HB 1654)

Parks Issues

Washington Recreation and Parks Association

- Protect WWRP funding in 2014 Capital Budget
- Support Department of Revenue (DOR) request legislation on "Amusement and Recreation Services" sales taxes
- Advocate for key "Safe and Healthy Communities" needs, local funding, and "lid removal" in any Transportation Investment Package worked on in late 2013 or 2014
- Support general-obligation bonds to restore a prior-year diversion of funds from the Recreation Resource Account (RRA)



CITY OF KIRKLAND 2014 LEGISLATIVE AGENDA – ANNOTATED – REVIEW DRAFT

General Principles

Kirkland supports legislation to promote the City Council's goals and protect the City's ability to provide basic municipal services to its citizens.

- Protect shared state revenue sources available to the City, including the State Annexation Sales Tax Credit, and provide new revenue options and flexibility in the use of existing revenues.
- Support long-term sustainability efforts related to City financial, environmental and transportation goals.
- Oppose unfunded mandates.
- Oppose any further shifting of costs or services from the State or County to cities.
- Defend against state consolidation/central administration of taxes including business and occupation and telecommunication taxes.

At this time the State does not have the software or process to accommodate Kirkland's Business License requirements. A system replacement is anticipated for 2017.

The City of Kirkland has concerns about the impacts that this proposal would have on the City's Business License Program which are detailed as follows:

- 1. The current Business Licensing Service process does not support Kirkland's Business License fee structure.*
 - 2. Moving to the State Business Licensing Service would require changing Kirkland process from monthly renewals dependent on the month the business opened to all business licenses expiring on December 31 and then renewing all at the same time. Processing approximately 7,000 licenses at one time is not within Kirkland's capabilities with the current software and staff.*
 - 3. The State Business Licensing Service requires additional fees to businesses for both new applications and renewals.*
 - 4. There is an additional cost incurred by the City for credit card processing fees; a fixed fee at 2.5% for all sales as opposed to current city average cost of 1.8%.*
 - 5. Record keeping is uncertain; Kirkland is required to retain the detailed information on the application whereas for the Business Licensing Service, the individual City application is considered an endorsement with records expunged after 120 days.*
 - 6. Processing all Business License payments through the State Business Licensing Service will create a delay in payments being received and require additional reconciliation with the applications processed.*
- Oppose legislation that proposes lending products or practices that adversely impact the middle class and the poor.

City of Kirkland 2014 Legislative Priorities

- 1. Kirkland supports providing state and local transportation revenue to maintain infrastructure investments, fund transit agencies and complete projects that enhance economic vitality.**

While a statewide transportation revenue package was not passed during the regular 2013 session, the City Council's Legislative Committee has maintained communication and pressure on its local delegation, the Senate's Transportation Committee held a statewide listening tour over the summer culminating in a proposal that was released on November 8.

Legislative leadership negotiations have continued and the statewide transportation revenue package remains in play with 5-corners negotiating meeting scheduled for Monday, Dec. 2.

- 2. Kirkland supports \$5 million in funding for the next phase of the I-405 / NE 132 Interchange ramp design and for the I-405 / NE 132 Interchange to be included in any statewide transportation package.**

Originally, the NE 132nd Interchange project was funded at \$60 million in the 2005 Transportation Partnership Funding Budget and slated for construction in 2018. Funds were originally prioritized because the Totem Lake Designated Urban Center is an integral part in the City's and State's plan to revitalize this area to boost economic development and create jobs. The project is currently partially funded by WSDOT in 2025. Plans for the new interchange are currently at about 5% completion. In 2013, the City of Kirkland prioritized seeking funding to move this critical improvement forward.

WSDOT estimates the total construction cost to be on the order of \$90 million. As a designated urban center, Totem Lake is supposed to be prioritized in both regional and state transportation plans. Improving access to and through the Totem Lake area has been identified by a number of groups that have studied the Totem Lake area as a major need in order to spur economic development and ease existing congestion. Delaying additional funding until 2025 will jeopardize much needed economic development in the area. Given the importance of this project to the local and regional economy, the City requested \$5 million in funding for the next phase of the NE 132nd Interchange ramp design.

The City's request for \$5 million for the next phase of the NE 132nd Interchange ramp design was included in the House version of the package during the regular session and was also included the Senate proposal that was released November 8.

- 3. Kirkland supports continued state financial assistance and other tools that further the development of the Cross Kirkland Corridor and implement multiple uses including recreation and transportation.**

Kirkland's 5.75 mile long segment of the Eastside Rail Corridor is the most densely populated segment along the entire 42 mile corridor. The Cross Kirkland Corridor (CKC) directly connects to eight of the City's 13 neighborhoods. 14 parks and seven public schools are within 2000 feet of the corridor and it connects to over 20 miles of bicycle lanes on Kirkland arterials.

At its southern end, the CKC is situated at SR 520 and I-405, providing easy access and connections to the Yarrow Bay Business District, the cities of Bellevue, Seattle and Redmond. The CKC literally runs through the City's light industrial and technology zone known as the Par Mac Business District. At its northern end, the CKC connects the Totem Lake Designated Urban Center to the rest of the City and to the region.

Currently there are 1,100 Kirkland located businesses within 2,000 feet of the CKC with 11,000 employees, including several of the largest businesses – Evergreen Health, Google, Nintendo, and Astronics. With its planned multi-modal transportation capabilities, the CKC can be expected to serve as a magnet for new development, both residential and commercial, over the next 20 years. In the Totem Lake Urban Center alone, approximately 20,000 employees and 4,000 new residents are forecasted by 2035, many of whom are likely to be accommodated on property bordering or within easy access to the corridor.

- 4. Kirkland supports restoring funding to the Public Works Assistance Account that was swept in 2013.**

The Public Works Assistance Account is commonly referred to as the Public Works Trust Fund.

- 5. Kirkland supports restoring local liquor revenue sharing formulas in order to adequately fund public safety and other local impacts of liquor consumption.**

In its 2012 session, the Legislature permanently diverted \$10 million of liquor taxes from local governments and removed the revenue sharing system for liquor profits.

- 6. Kirkland supports sharing marijuana revenue to address public safety needs and other local impacts.**
- 7. Kirkland supports harmonizing medical marijuana regulations to reflect recreational marijuana regulations.**



CITY OF KIRKLAND

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Transportation Issues

Eastside Transportation Partnership

- *(As of November 27th, there is not yet a draft 2014 agenda available from ETP)*

Transportation Choices Coalition

- *(As of November 27th, there is not yet a draft 2014 agenda available from TCC)*

Washington Bikes (formerly Bicycle Alliance of Washington)

- Investments that get Washingtonians where they want to go via safe routes to schools, complete streets, and trails and bikeways.
- Reducing student transportation costs by increasing safe routes to schools
- Addressing intersection safety, including clarifying how cars should cross bike lanes at intersections, approving bike head signals for everyday use(traffic lights), and consolidating groups of cyclists to pass through intersections

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Washington Low Income Housing Alliance

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Public Safety Issues

Washington Association of Sheriffs and Police Chiefs

- *(As of November 27th, there is not yet a draft 2014 agenda available from WASPC)*

Washington Fire Chiefs Association

- All Risk Mobilization (HB 1126)

Under RCW 43.43.961, the Fire Service Resource Mobilization Plan is implemented to provide personnel, equipment, and other logistical resources from around the state when a wildland fire or other emergency exceeds the firefighting capacity of local jurisdictions. The types of emergencies that may require state mobilization include wildland fires, earthquakes, floods, spread of contagious disease, and other disasters that local districts are unable to fully handle on their own.

An Assistant Attorney General opinion recently reinterpreted the governing RCW regarding state fire service mobilization. The opinion stated that the governing RCW should be interpreted to limit state mobilization to only incidents directly involving fire. This interpretation defeats the purpose of state fire service mobilization and would eliminate coordinated response of the various local fire districts to disasters such as floods, earthquakes, rescues, and pandemics.

The proposed legislation would remedy this narrow interpretation by codifying existing practice with respect to state mobilization, and does so without expanding the use of mobilization for purposes other than those already identified in both state and federal disaster response policies, including "other disasters of unprecedented size," as outlined in RCW 43.43.961.

- Oppose Ambulance Billing Direct to Patient (HB 1263)

At the close of 2012, staff determined this item to be consistent with City policy and recommends Council support. A more accurate title might be "Oppose insurance direct payment to patient for transport costs." The WFCA's intent behind this legislative priority is to draft a bill that would mandate insurers pay the fee for ambulance transport directly to the transport provider (including public fire/EMS entities), or send payment to the order of both the patient and transport provider.

The problem that the WFCA is trying to address is one that exists nationally, and that has begun to surface in the state of Washington, where the amount that an ambulance transport provider bills to insurers is being paid directly to the patient and the patient is not releasing the payment to the transport provider. This in turns creates a collection issue for the transport provider which requires significant staff hours to resolve. Additionally, receiving direct payment for transport has the effect of encouraging the use of the emergency medical response system for non-medical reasons.

- Raise EMS Levy Cap to \$.75 (HB 1136)

This bill would raise the cap for EMS levies from \$.50 per \$1,000 of assessed valuation to \$.75. Any increase would still be subject to voter approval, but the increase would allow another tool for local governments with respect to public safety funding.

All fire service organization in Washington State, including the Washington State Council of Firefighters, the Washington Fire Commissioners Association, and the Washington State Firefighters Association, are joining with the Fire Chiefs in support of this legislation.

- Regional Fire Authority Bills:

- Allowing municipality to form RFA (HB 1654)

Since 2007 there have been several successful RFAs created in Washington but current law isn't feasible for every jurisdiction. Allowing single cities to form RFAs will streamline the process for future consolidation and regionalization by removing or reducing existing obstacles.

The creation of a single city RFA allows the fire department budget to be isolated and not affected by competing priorities or requests for services. It also allows for a singular mission; one that routinely is expressed by voters as a top priority.

The governing body of the RFA may include elected city officials and/or independently elected fire commissioners, it's up to the voters and the planning committee.

Allows for the establishment of a Fire Benefit Charge (FBC).

Regional Fire Authorities have separate funding sources; real property taxes and fire benefit charges. The city, in turn, will experience a reduction of their taxing authority. However, because most jurisdictions fund their fire departments with more than just the property tax dollars that would go to a regional fire protection services authority, creating such an authority could free up funds to pay for police and other services

Parks Issues

Washington Recreation and Parks Association

- Protect WWRP funding in 2014 Capital Budget
- Support Department of Revenue (DOR) request legislation on "Amusement and Recreation Services" sales taxes
- Advocate for key "Safe and Healthy Communities" needs, local funding, and "lid removal" in any Transportation Investment Package worked on in late 2013 or 2014
- Support general-obligation bonds to restore a prior-year diversion of funds from the Recreation Resource Account (RRA)



Legend
S = Sponsor
CS = Co-sponsor
Y = Yea
R = Requested Letter
L = Signed Letter

SB 5505 (2011) <ul style="list-style-type: none">In avoiding a redundant census, this legislation saved Kirkland tax-payers an estimated \$225,000.	<table><tr><td>Y</td><td>S</td><td>Y</td><td>Y</td><td></td><td>Y</td><td>Y</td><td>Y</td><td>Y</td></tr></table> <i>SB 5505 – Allowed the use of the 2010 federal census data to determine the resident population of its annexed area.</i>	Y	S	Y	Y		Y	Y	Y	Y
Y	S	Y	Y		Y	Y	Y	Y		
HB 1953 (2011) <ul style="list-style-type: none">The City’s 2013-14 budget includes a total of \$505,455 of REET funds dedicated to operations and maintenance (O&M) costs in the Street Operating division of Public Works and the Parks department, addressing needs of facilities that were cut during the recession.<ul style="list-style-type: none">\$320,116 dedicated to Street Operating public grounds O&M.\$185,339 dedicated to Parks Maintenance.\$61,350 currently proposed by City Manager to purchase a wood chipper for parks O&M and for emergency operations.	<table><tr><td></td><td>Y</td><td>Y</td><td>Y</td><td></td><td>S</td><td>Y</td><td>Y</td><td>Y</td></tr></table> <i>HB 1953 – Provided cities and counties with the option of using a portion of their annual Real Estate Excise Tax revenues toward maintenance and operating needs of existing parks and roads.</i>		Y	Y	Y		S	Y	Y	Y
	Y	Y	Y		S	Y	Y	Y		
HB 1382 (2011) <ul style="list-style-type: none">It is critically important to the City of Kirkland that I-405 be operated efficiently and that the I-405 Master Plan be completed. This legislation helps accomplish both of these goals.	<table><tr><td>Y</td><td>Y</td><td>Y</td><td>CS</td><td></td><td>CS</td><td>Y</td><td>Y</td><td>Y</td></tr></table> <i>HB 1382 – Allowed the use of express toll lanes in the I-405 corridor.</i>	Y	Y	Y	CS		CS	Y	Y	Y
Y	Y	Y	CS		CS	Y	Y	Y		
Letter: Preservation of Annexation Sales Tax Credit (2012) <ul style="list-style-type: none">The State Annexation Sales Tax Credit provides approximately \$3.4 million annually (or about \$34M over the authorized ten year period) for city services delivery.	<table><tr><td>L</td><td>L</td><td>L</td><td>R</td><td></td><td>L</td><td>L</td><td>L</td><td>L</td></tr></table> <i>Preservation of the State Annexation Sales Tax Credit (2012)</i>	L	L	L	R		L	L	L	L
L	L	L	R		L	L	L	L		
SB 6470 (2012) <ul style="list-style-type: none">This funding tool is currently being evaluated to fund the recommendations of the City’s Fire Strategic Plan.	<table><tr><td>Y</td><td>Y</td><td>S</td><td>Y</td><td></td><td>Y</td><td>Y</td><td>Y</td><td>Y</td></tr></table> <i>SB 6470 – Authorized benefit charges for the enhancement of fire protection services.</i>	Y	Y	S	Y		Y	Y	Y	Y
Y	Y	S	Y		Y	Y	Y	Y		
HB 1398 (2012) <ul style="list-style-type: none">After amending its Municipal Code in order to implement HB 1398, the City approved two requests for impact fee exemptions. In both cases the City was able to exempt 80% of the Park and Transportation impact fees (nearly \$200,000) for affordable housing projects being constructed by non-profit housing developers.	<table><tr><td>Y</td><td>Y</td><td>Y</td><td>Y</td><td></td><td>CS</td><td>Y</td><td>Y</td><td>Y</td></tr></table> <i>HB 1398 – Eliminated cities’ obligation to pay impact fees from qualifying public funds when exempting low-income housing from impact fee requirements.</i>	Y	Y	Y	Y		CS	Y	Y	Y
Y	Y	Y	Y		CS	Y	Y	Y		
SB 5110 (2013) <ul style="list-style-type: none">The City has not yet had a purchase to allow it to utilize this tool. Procurement is watching for opportunities.	<table><tr><td>S</td><td>CS</td><td>CS</td><td>Y</td><td>Y</td><td>Y</td><td>Y</td><td>Y</td><td>Y</td></tr></table> <i>SB 5110 – Allows the option to award contracts to vendors whose pre-tax bid unit price is lowest.</i>	S	CS	CS	Y	Y	Y	Y	Y	Y
S	CS	CS	Y	Y	Y	Y	Y	Y		
Cross Kirkland Corridor support and assistance <ul style="list-style-type: none">✓ \$2M for trail development (2012)✓ \$1.3M for a pedestrian connection to the SKP&R (2013)✓ \$500,000 in WWRP funding assistance for acquisition (2013)	<table><tr><td>Y</td><td>Y</td><td>Y</td><td>Y</td><td>Y</td><td>Y</td><td>Y</td><td>Y</td><td>Y</td></tr></table> <i>ESB 5127 – Jobs Now Act</i> <i>ESSB 5035 – Capital Budget</i> – WWRP	Y	Y	Y	Y	Y	Y	Y	Y	Y
Y	Y	Y	Y	Y	Y	Y	Y	Y		



CITY OF KIRKLAND 2014 LEGISLATIVE AGENDA

General Principles

Kirkland supports legislation to promote the City Council's goals and protect the City's ability to provide basic municipal services to its citizens.

- Protect shared state revenue sources available to the City, including the State Annexation Sales Tax Credit, and provide new revenue options and flexibility in the use of existing revenues.
- Support long-term sustainability efforts related to City financial, environmental and transportation goals.
- Oppose unfunded mandates.
- Oppose any further shifting of costs or services from the State or County to cities.
- Defend against state consolidation/central administration of taxes including business and occupation and telecommunication taxes.
- Oppose legislation that proposes lending products or practices that adversely impact the middle class and the poor.

City of Kirkland 2014 Legislative Priorities

1. Kirkland supports providing state and local transportation revenue to maintain infrastructure investments, fund transit agencies and complete projects that enhance economic vitality.
2. Kirkland supports \$5 million in funding for the next phase of the I-405 / NE 132 Interchange ramp design and for the I-405 / NE 132 Interchange to be included in any statewide transportation package.
3. Kirkland supports continued state financial assistance and other tools that further the development of the Cross Kirkland Corridor and implement multiple uses including recreation and transportation.
4. Kirkland supports restoring funding to the Public Works Assistance Account that was swept in 2013.
5. Kirkland supports restoring local liquor revenue sharing formulas in order to adequately fund public safety and other local impacts of liquor consumption.
6. Kirkland supports sharing marijuana revenue to address public safety needs and other local impacts.
7. Kirkland supports harmonizing medical marijuana regulations to reflect recreational marijuana regulations.

RESOLUTION R-XXXX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING A CITY OF KIRKLAND LEGISLATIVE AGENDA TO BE ADDRESSED TO THE 2014 SESSION OF THE STATE LEGISLATURE.

WHEREAS, actions of the State Legislature in respect to local government issues, services and funding have a profound impact upon the ability of local governments to provide adequate local services; and

WHEREAS, the Kirkland City Council supports legislation that promotes the City Council's goals and protects the City's ability to provide basic municipal services to its residents; and

WHEREAS, the City of Kirkland seeks to protect shared state revenue sources available to the City, including the State Annexation Sales Tax Credit, and provide new revenue options and flexibility in the use of existing revenues; and

WHEREAS, the Kirkland City Council supports long-term sustainability efforts related to City financial, environmental and transportation goals; and

WHEREAS, the Kirkland City Council opposes the imposition of unfunded mandates that draw on City resources and opposes any further shifting of costs or services from the State or County to cities; and

WHEREAS, the Kirkland City Council seeks to defend against state consolidation/central administration of taxes including business and occupation and telecommunication taxes; and

WHEREAS, the Kirkland City Council opposes legislation that proposes lending products or practices that adversely impact the middle class and the poor; and

WHEREAS, the Kirkland City Council believes it appropriate to set forth its position as to issues affecting local government operations coming before the State Legislature during its 2014 session, including issues which the City Council requests the State Legislature to consider;

NOW, THEREFORE, be it resolved by the City Council of the City of Kirkland as follows:

Section 1. The "General Principles" and "City of Kirkland 2014 Legislative Priorities" set forth in the "City of Kirkland 2014 Legislative Agenda" attached as Exhibit A and by this reference incorporated, are adopted as Kirkland's recommendation to the 2014 Session of the State Legislature.

Section 2. The "2014 Legislative Support Agenda" attached as Exhibit B and incorporated by reference, is adopted as reflecting the City's support of the policy principles underlying selected priority legislative items of the City's ally organizations. Formal City support of items on this list is contingent upon reviewing and approving the specific language of any legislative proposal drafted to advance a particular item.

Section 3. The City administration shall transmit the 2014 Legislative Agenda, including any subsequent changes or updates, to members of the State Legislature representing the legislative districts in which Kirkland is located, together with other members of the State Legislature and to the Association of Washington Cities, the Sound Cities Association and other ally organizations.

Passed by majority vote of the Kirkland City Council in open meeting this 7th day of January, 2014.

Signed in authentication thereof this 7th day of January, 2014.

MAYOR

Attest:

City Clerk